

INDIANA HUMANE SOCIETY

Service It Is Doing in Saving Dumb Animals and the Helpless from Cruelty.

A Good Record Shown in the Cause of Humanity—Needs of the Work and Amendments to the Law Discussed.

Over 100 gentlemen and ladies interested in the proper treatment of dumb animal kind were found at the annual meeting of the Indianapolis Humane Society, in Plymouth Church parlor, last night. D. E. Snyder was sick, and in his absence Mayor Denny presided. The secretary, W. H. Hobbs, presented a very interesting report of the work the society had accomplished during the year. The work, he said, as near as it could be stated, is as follows:

Number of cases of cruelty reported to the association, 104; investigated by the association, 104; observed and admonished by special agent, 104; members of the association, 639; number of prosecutions, 104; as follows: Admonished not to overload horses, 11; for beating and jerking horses, 6; driving lame animals, 35; driving animals with sore, 204; starving or overfeeding animals, 161; whipping animals, 25; locking wings of fowls in crutches, 21; goats, 4; cats and dogs, 10; birds, 8; tortoisene horses, 5; shoes out of repair, 35; collars, 20; cows, 13; helping cars for runaway horses, 3; horses with knives in their mouths, 1; relieving lambs and calves cruelly carried to butcher, 16; horses with sore eyes, 4; cattle at stockyards, 1; dogs, 1; cats, 1; and animals, 17; animals bought and killed, 10; number cases of fowls without water, 23.

Out of 609 cases, Mr. Hobbs said there were but eight prosecutions. "There are many reasons for this," he said. "Where all reason and persuasion are unavailing, and the request of the special agent is defiantly refused, in such cases prosecution is absolutely necessary. We have brought no prosecutions except in such cases, where we had no choice." In addition to this large amount of work has been done by the individual members of the association. "There are many who are not in the association, but who are doing good work," he said. "In addition to this large amount of work has been done by the individual members of the association. There are many who are not in the association, but who are doing good work."

On the subject of State organization the Secretary said: "It has been suggested that the work can be made more effective if a State organization is formed, and we have been asked to join Richmond, Fort Wayne, Evansville and other cities in such an organization. These organizations, like our own, are new or have not been in active operation sufficiently long to demonstrate their stability. It has seemed to us that before we entered any State organization it would be far better for us first to make a success of the one for Indianapolis. Organizations are easily formed, and men can be easily found who will act as officers and men, but to develop the work and to make it a permanent organization is a task that is not easily accomplished. It is a task that is not easily accomplished. It is a task that is not easily accomplished."

The report further showed that the total membership of the society is now 428, of which 234 are gentlemen and 194 ladies. The receipts for the year were \$7,100; expenditures, \$449, leaving a balance in the treasury of \$6,651. Following Mr. Hobbs, Mayor Denny read a bill, with George and Vincent Carter, has prepared for introduction in the next General Assembly in regard to a bill to amend the law making it a misdemeanor. The bill has been prepared after a great deal of labor, and embodies all the best features of the Ohio and Michigan laws. It was discussed by Rev. R. V. Hunter, James Green, J. G. Kingsbury, Peter Bryce and others. The society adopted a resolution to present the bill with instructions to present it to the General Assembly and urge its passage.

The following officers were then elected for the ensuing year:

President—Hon. C. S. Denny.
Vice-president—Mrs. Eliza C. Hendricks.
Secretary—W. H. Hobbs.

Treasurer—Dr. B. H. Burgess.
The following, with the officers, will constitute the board of directors: D. E. Snyder, David W. Coffin, Mrs. James Kynan, Mrs. J. A. Bradshaw, Mrs. Dr. B. H. Burgess, Dr. B. H. Burgess, Dr. John M. Gaston, James Green, Rev. J. S. Jenkins, J. D. D. Rev. R. V. Hunter, A. C. Shortridge, Peter Bryce.

After the routine business of the meeting had been disposed of the past work of the society and plans for the future were generally discussed. Mrs. Fretzmaier, who has taken such an active interest in the work, and who has been the tenderest and truest sympathizer from the ladies, and that from her experience, covering three years, she believed the work would soon have a marked effect, and she expressed her parts of the State. Other speakers believed the good results had just begun, and predicted that in a few years every locality would be protected by the humane laws. The Secretary, Mr. Hobbs, printed a manual embodying the articles of incorporation of the society, by-laws, list of members and all other useful information of general interest, for distribution.

CULLINGS FROM THE COURTS.

Mrs. March's Friends Endeavoring to Keep Her Out of the Reformatory.

The friends of Laura March, the woman convicted of obtaining furniture from Born & Co. under false pretenses, are making a determined effort to keep her out of the Reformatory. A motion for a new trial was argued yesterday before Judge Irvin, and taken under advisement by him. The case is one of the queerest that has been tried in the Criminal Court. Several months ago a woman answering Miss March's description purchased furniture from the firm named, agreeing to pay for it in monthly installments. It was shipped to Kansas and the woman disappeared. She was finally found and arrested, but claimed that she was not the woman who had bought the furniture, as she was sick in the woman's home in Kansas at the time the purchase was made. In proof of her statement a physician and several relatives from the home here testified and testified to that effect. The prosecution, on the other hand, procured depositions from the woman's home, showing that she had not been there, and that the woman who had bought the furniture was not the woman who had bought the furniture. Judge Irvin took great pains to ascertain the facts in the case, and after having heard the testimony for several weeks found the woman guilty. He and the other court officers are, however, still puzzled over the remarkable swearing in the case. The woman still claims that it is a case of mistaken identity.

The Shooting of Mrs. Alexander.

The county grand jury, which will submit its final report to-day, has been investigating the shooting of Mrs. Alexander, now Mrs. Johnson, by her former husband, John Johnson, from whom she was divorced at the time and whom she afterward remarried. It is probable an indictment will be returned against Johnson for attempted murder. There has been a great deal of trouble in getting evidence on which to indict, although the fact of the shooting is well known. Mrs. Johnson is away from the city, and nearly, if not quite all the persons who witnessed the tragedy have disappeared. If an indictment is returned it will be on the evidence of the physician who attended Mrs. and Mrs. Johnson.

Arrested for an Attempt to Kill.

The county grand jury has returned an indictment against Henry Kokenmiller for an attempt to kill. Three weeks ago he went into John Kour's saloon on Virginia avenue, and because he was refused a drink, shot at Kour. He was arrested and held in the city for the sum of \$1,500 for his appearance in court. His father became his surety.

Do Not Settle a Conveyance.

In the complaint which T. F. Brennan filed against W. F. A. Bernhamer and Mrs. Hattie A. Frank it is sought to have a real estate conveyance set aside. The case is being tried in Judge Walker's court. Bernhamer

was guardian of the Brennan children, and in 1880 brought suit to have the property sold, and the proceeds divided among the children. The case was decided in favor of the children, and the property was sold. The case was decided in favor of the children, and the property was sold. The case was decided in favor of the children, and the property was sold.

United States Court.
The trial calendar for the United States Court on Tuesday next is as follows:
8262. Standard Oil Company vs. Thomas Blake et al.
8278. Rosetta Kronberg vs. Julius P. Linard, administrator, etc.
8098. Silas Dorman vs. Indiana Oilfield Limestone Company.
8124. George M. Wilcox vs. Woodson S. Marshall.
8413. William J. Buck vs. Connecticut General Insurance Company.
8203. Joseph C. Smalls vs. Westchester Fire Insurance Company.
8416. Harriet F. Hays vs. Masonic Mutual Benefit Society.

Decided in Favor of Smith.
The suit of Lieutenant-governor Robert S. Robertson against A. G. Smith for damages was decided in favor of the defendant on demurrer by Judge Taylor yesterday. Several days ago the Judge sustained the demurrer of the defendant to the complaint, and required the plaintiff to answer, but none was filed. The decision taxes the cost to the plaintiff. The ground for the finding is that the Circuit Court had no jurisdiction in the quo warranto proceedings instituted by Smith, and that the Lieutenant-governor had no cause for a damage suit.

More Damage Suits.
It begins to look as if the greater part of the January term of the Superior Court would be taken up in hearing suits against the Citizens' Street-railroad Company for damages. Two more complaints were filed yesterday. The plaintiffs were Maggie and Annie Grady, and they want \$5,000 each. They were passengers on the West Washington-street car which was struck by an L. D. & W. engine. The work of the engine caused injuries which will remain with them through life.

Broke a Colored Man's Jaw.
James Manley, a driver for Lieber's brewery, was fined \$25 by Judge Smock, yesterday, for a brutal assault on Elvin Brown, colored. The evidence showed that Brown and two other colored men were walking along the street laughing. The driver thought they were making sport of him, and, jumping from his wagon, kicked Brown, breaking his jaw. Manley appealed the case to the Criminal Court.

Dismissed His Suit.
The suit brought against the Moore Desk Company by Henry Micky for damages has been dismissed. Micky lost two fingers in the machinery of the factory which he was attending, and the extent of damage to his fingers was the basis of his suit. A good attorney gives it as his opinion that there are a half hundred other damage suits pending in the Superior Court that ought to be dismissed.

Bruce Will Recover.
Coroner Wagner called on James Bruce, the Virginia avenue baker, yesterday, to get his ante-mortem statement, but he found the man so much improved that he did not take it. Mr. Bruce was sitting up in a chair, and the Doctor thinks he will recover.

Infringement of a Patent.
Wm. Reeser & Co., of Cincinnati, have filed a complaint in the United States Court, praying for an injunction against the Indianapolis Stove Company. The right to a patent in heating stoves is involved.

The Court Record.
SUPREME COURT DECISIONS.
No. 1441. Elizabeth O'Boyle et al. vs. Leslie D. Thomas, et al. Verdict for plaintiff. Affirmed.
No. 1442. C. J. Howard et al. vs. John C. Howard et al. Verdict for plaintiff. Affirmed.
No. 1443. C. J. Howard et al. vs. John C. Howard et al. Verdict for plaintiff. Affirmed.

Room 1—Hon. N. B. Taylor, Judge.
Henry C. Coe et al. vs. A. M. Banks, from Jackson, justice of the peace. Verdict for plaintiff for \$13.44.
Robert S. Robertson vs. Alonzo G. Smith; damages. Judgment on demurrer for defendant.
Henry Micky vs. The Moore Desk Company; damages. Case dismissed.

Room 2—Hon. D. W. Howe, Judge.
Edward H. Eldridge vs. Caroline Hildebrand; on account. Trial by jury.
James Comery, administrator, vs. Thomas Seely; judgment. Finding for plaintiff.
Josiah K. Lilly vs. Winfield S. Lynn et al.; notes. Judgment for \$280.37.
Thomas Brennan vs. W. F. A. Bernhamer, guardian, et al.; to set aside deed. On trial by jury.

Room 3—Hon. Lewis C. Walker, Judge.
F. Lieber Brewing Company vs. Scott Bruken et al.; complaint to foreclose chattel mortgage. Demand, \$400.
Annie Grady vs. The Citizens' Street-railroad Company; complaint for damages. Demand, \$5,000.
Richard H. McCray vs. Davis M. Green et al.; complaint on account. Demand, \$125.
Maggie Grady vs. The Citizens' Street-railroad Company; complaint for damages. Demand, \$5,000.

Circuit Court.
Hon. Geo. W. Grubb, Presiding.
John McDonald et al. vs. Theodore F. Marcy; appeal from justice of the peace; account. On trial by jury.
State of Indiana ex rel. Barbara Apple vs. Joseph Weller; order for arrest of defendant for failure to pay installments of judgment.
CRIMINAL COURT.
Hon. William Irvin, Judge.

State vs. Laura March; grand larceny. Motion for new trial argued. Taken under advisement.
A Difference Between the Companies.
There is a possibility that the South Meridian-street viaduct question may come to the front again in a new phase. The Citizens' Street-railroad Company is extending its line to the Union tracks south on Meridian, but its officers state that at least for the time being they will attempt to go no further, putting in a turntable there. There are those, however, who think that some overtime time they will lay their tracks across those of the Union Railway Company, and push on to Madison avenue. Fearing that may be the intention, the Union Company is prepared to place an injunction on the work, claiming that Meridian street viaduct is their property. It is thought this may hasten the transfer in the matter of constructing the viaduct, if it has no other effect.

Notable Real Estate Deals.
The transfer to the Armours, of Chicago, of the property they recently bought was made yesterday, by Joseph Albrecht. It was a portion of the square bounded by Mississippi, Louisiana, Georgia and Missouri streets, and the Armours paid \$4,500 for it. A real estate agent, who knows something about the deal, thinks that the millionaires are preparing to make some heavy investments in Indianapolis during the next few months. Among the other transfers of note yesterday was that of three-sixths parts of 209 lots in Spain & Co.'s Woodlawn addition from Eliza A. Witt to John S. Spann and Thomas A. Spann. The amount paid was \$15,000.

Indiana Fences.
The following fences gathered by the State Statistician show the extent and character of the fencing, as to rods, used in this State: Rail, 87,667,608; boards, 8,054,945; wire, 4,970,217. Total number of rods, 98,781,990.

AFFAIRS OF THE RAILWAYS.

Judge Cooley on the Effect of the Interstate Law.

Chicago, Dec. 12.—Judge Cooley, chairman of the Interstate-commerce Commission, was shown a dispatch from Washington regarding the bill introduced by Congressman Moore in the House of Representatives, Monday, providing for the repeal of the interstate-commerce law. The Judge said he did not think there is the least danger that the long and short-haul clause, the pooling provisions or any other portion of the law will be repealed. It is his opinion, as well as that of all other members of the commission, that the law is an excellent one and fully meets the expectations of its projectors. The commission not only favors the retention of every provision of the law as it stands, but desires that it should be made stronger. The failure to strictly enforce the law is due to determined opposition on the part of some railroad interests and the inability of the commission to procure the proper evidence to convict the parties guilty of its violation. In respect to the repeal of the law, the Judge said the railroads retard the progress and prosperity of the country. As regards the claim which has been made, that it had depreciated the value of the bonds of the country, the Judge said it had not. The bonds of the country are not depreciated, but the railroads retard the progress and prosperity of the country. As regards the claim which has been made, that it had depreciated the value of the bonds of the country, the Judge said it had not. The bonds of the country are not depreciated, but the railroads retard the progress and prosperity of the country.

No Plan Formulated for Maintaining Rates.
CHICAGO, Dec. 12.—There has been, as yet, no plan formulated for the maintenance of rates, and nothing definite will be known until next week. In speaking of it, to-day, Commissioner Abbott, of the Western States' Passenger Association, said: "There will be no further action taken in the matter until the 18th inst., at which time an adjourned meeting of the general managers of all the roads in the West and Northwest will be held. By that time the managers will have had time to thoroughly digest Judge Cooley's address, and the outcome will probably be an agreement which will be satisfactory to all concerned, and also lasting."

Western and Northwestern passenger rates are not to be restored immediately. A meeting of the Western States' Passenger Association will be held on the 18th inst., at which time the general managers of all the roads in the West and Northwest will be held. By that time the managers will have had time to thoroughly digest Judge Cooley's address, and the outcome will probably be an agreement which will be satisfactory to all concerned, and also lasting."

What is known as the Cincinnati Railway Commission is to convene its next meeting in this city on Tuesday in January, at which time the name will be changed to that of the Central Ohio Railway Association. The commission is to consider the proposition to advance rates within ten days, giving immediate notice to that effect, but there were one or two dissenters, and without a unanimous agreement no action was taken. The matter was therefore left to the consideration of the managers' meeting, which has been called for Dec. 18.

Spokane, Dec. 12.—The passenger-rate war between the railroads running between this city and Chicago continues unabated. The Wisconsin Central opened the battle to-day by announcing a round-trip rate of \$13.00 to Chicago and Omaha roads promptly met the cut, and they were followed later in the day by all of the other roads, the Milwaukee & St. Paul, the Chicago & North Western, the Chicago & Kansas City are also selling tickets to St. Louis for \$12 and \$10 for a first and second-class rate. Through the brokers the rates to a number of points are being openly cut.

Protest Against Demurrage Charges.
CHICAGO, Dec. 12.—A committee of hard-wood lumber-dealers called on Commissioners Cooley and Morrison, to-day, with the complaint that the railroads entering Chicago had formed what they termed a "demurrage trust," and were levying a charge of \$2 a day for every car delayed over forty-eight hours by the neglect of shippers to unload or load them at the proper time.

The lumber dealers wanted to know if such charges were legal and asked Judge Cooley for a ruling on the subject. The commissioner said he had no authority to give a ruling, but that the system of charging for demurrage is purely a local matter, and not within the jurisdiction of the commissioner.

Personal, Local and State Notes.
One of the Boston papers intimates that the Cincinnati, Sandusky & Cleveland may yet control the Ohio, Indiana & Western.
The sale of tickets has been resumed to Jacksonville, Fla., and all other points in that State by any route except that to St. Augustine and Enterprise.
The troubles between the Lafayette car-workmen and the employees in one of the departments of the Chicago & North Western, which it was rumored might occur.

If it is true that certain important lines are paying commissions on the sale of tickets in the Chicago & North Western, it is not true that their own agents should be allowed to receive commissions.
Stringent orders have been issued by the trunk-lines forbidding, under penalty of disqualification, agents or employes undertaking to secure freight by advertising by altering classification, or by any other irregular method.
It is an open question whether the advance in rates ordered for the 17th can long be maintained, as it is the feeling of the majority of the shippers that the advance is not justified.

Colonel Church, master of transportation of the Chicago & North Western, has been notified, says he could not 10,000 cars with grain in the next ten days if he had the cars at his command. All the roads are handicapped in the same way.
The Chicago, Burlington & Northern has made arrangements with the Illinois Central people to get into Dubuque. Heretofore the C. & B. & N. has gone in there by a transfer boat, but now it will go by the Chicago & North Western, and it is in its business at that point.

Oxford, on the Cincinnati, Hamilton & Indianapolis road, is the best passenger point on the road, averaging this year to furnish forty-three passenger trains a day. The Chicago & North Western is the largest freight point averaging to load eight cars per day the year round.
J. F. Acker, who represents the Union Pacific as its general agent in the Southeast, is in the city promoting the sale of the ordinary rail ticket, never in its history has the volume of traffic over all portions of the Union Pacific road been as heavy as for the past three months.

It is intimated that the Vandallia will appoint a local freight agent, as it is getting a great deal of business, and it is thought that the agent would be called an assistant general freight agent, whose headquarters would be Indianapolis. Had Mr. Wetsell lived, doubtless such a step would have been taken, as he was a great friend of the Union Pacific.
The Pennsylvania people are taking out their iron crosses this year, they placed under their track as a test a few months ago. They proved a failure, having no elasticity. The cost of an iron cross is about \$100, and it is thought that it would be a success.

The C. I. St. L. & C. is greatly in need of more side-track room at Cincinnati, and when the above road is completed, it is thought that the C. I. St. L. & C. will help matters somewhat. Yesterday its side-tracks at that point were all full, and 120 loaded cars standing on one of the main tracks at Marshall.
The citizens of Fort Wayne are somewhat disturbed over a report that the Pennsylvania Company, operating the Pittsburgh, Fort Wayne & Chicago road, is negotiating for a large tract of land near Lima, O., upon which it will build extensive shops, and abandon those the company now have at Fort Wayne.

There is a feeling among the business men here, now that the Louisville, New Albany & Chicago people have selected as their route to reach the Union tracks the one suggested by the committee appointed by the City Council, there should be no more delay in granting the company the privilege of crossing certain streets with its track.
F. W. Deibert, formerly of Peru, and latterly of Nevada, Mo., in charge of the motive-power department of the Missouri Pacific, L. & S. division, at that point resigned, to-day, and will on the 15th inst. assume charge of the locomotive and car departments of the Cincinnati, Jackson & Mackinaw railway, with headquarters at Marshall, Mich.

The rumor that J. T. Harahan, general manager of the Louisville & Nashville road, is to take the general management of the Lake Shore road, is said to be unfounded. He goes there at a salary of \$10,000 per annum, and a bonus of \$4,000 on his present salary. But few men have advanced in the railroad service more rapidly than Harahan, but few are more deserving of advancement. Still, it is a matter of surprise that on the Vanderbilt lines there was not some man who was worthy of promotion, and Harahan is not a man who is worthy of promotion. He is a man who is worthy of promotion. He is a man who is worthy of promotion.

The Too Ready Revolver.
The ready revolver was brought into play in two instances last night. During a quarrel in Martin Moran's saloon, at the corner of Illinois and Georgia streets, two or three men attempted to look over the screen to the window, and Moran discharged his revolver at them. The ball barely missed one of the men. In a quarrel in a disreputable house on East Market street a drunken man fired three shots at a woman, but did not hit her. No arrests were made.

J. G. Metcalf, superintendent of the L. & N. Southwestern line, will succeed Mr. Harahan on the L. & N. as general manager.

President Ingle, of the Chesapeake & Ohio and of the C. I. St. L. & C. roads, is now turning his attention to shops. He has ordered extensive shops built at Lynchburg, Va., on the line of the Chesapeake & Ohio road, which will give employment to 500 men, and on his return from the East he will doubtless take some definite action relative to the erection of new shops at other points where better accommodations being much too limited.

It is stated, officially, that before the inauguration the Cincinnati, Indianapolis, St. Louis & Chicago and the Chesapeake & Ohio will be running through trains between Chicago and Baltimore, and Washington. By Jan. 1 the new bridge over the Ohio river will be completed and the running of through freights will be commenced on its completion, but through passenger trains will not be put on before the middle of February or the first of March.

There is much complaint on the part of the traveling public over the trouble to find the trains they want at the Union station after they have once got through the gates. Weeks ago Superintendent Whitcomb said that signs had been ordered which, when a train was ready to receive passengers, would be placed at the rear end of each train, so that a person could readily find the train they wanted without asking a half-dozen persons as to its whereabouts, but none have yet appeared.

Of forty-nine companies which have reported their earnings for November seventeen show gains, two of them Indianapolis roads, and twenty-two show losses. In making comparisons this year with last year the companies made with a month of last year which showed a gain of 15 per cent. over the earnings in November, 1887. Then business was unquestionably at its normal level, and the monthly statements show the largest loss in the week in which the election occurred.

The Bee-line people are not in the habit of boasting of the speed of their trains, but the run which the special made by the Cleveland president-elect Morton from Cleveland to this city, yesterday afternoon, is worthy of note. The train was scheduled at a speed of forty miles per hour, and was not delayed. The train was the train struck every point on the minute it was due, and with so little delay to the party in the coaches as to excite surprise when it was announced that the station at Indianapolis had been reached.

The ticket scalpers are somewhat alarmed because the Interstate-commerce Commission has declared a scalping against railroads, warning through them. When such companies as the Union Railway Company threaten to take hold of them they care very little, but the present action is more significant, say some of the ticket scalpers. A veteran scalper says, however, that because the payment of commissions deeper scalping is done than before, the ticket scalpers are not so much alarmed as they were before. "Rates would be just as much demoralized as now, unless the payment of commissions was stopped."

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RAILWAY AND BANK STATISTICS.

Some Interesting Figures as to Receipts, Values and Wages.

Recent figures gathered by the State Statistician contain valuable information as to earnings of railroads operated in this State, the wages paid by them, the value of their property here and the casualties among their employees. Two of these figures are furnished for two years, so as to afford opportunities for comparison, as follows:

	1887.	1888.
Total receipts of passenger department.....	\$27,000,522	\$32,542,153
Total receipts of freight department.....	61,826,614	72,889,601
Excess of receipts over expenditures.....	26,273,291	29,938,909
Total number of passenger cars.....	24,633,766	27,884,233
Total tons of freight cars.....	55,411,824	55,379,711
Total number of freight cars.....	2,463,766	2,784,233
Total number of freight cars.....	2,463,766	2,784,233

The following tables show the number of employees and the average rate of wages paid them, as well as the work required. Some employees work by the number of miles, while others work by the hour:

	Average No. miles monthly required.	1887.	1888.
Passenger conductors.....	676	\$5.88	147.59
Passenger engineers.....	841	111.20	125.66
Passenger firemen.....	919	51.44	147.59
Passenger brakemen.....	919	51.44	147.59
Freight conductors.....	486	51.07	147.59
Freight engineers.....	1,293	78.19	103.66
Freight firemen.....	1,706	55.15	103.66
Freight brakemen.....	2,409	51.30	103.66

There are 3,930 clerks in the service of the companies, the average pay being \$53.19 per month. The following table relates the accidents:

	1887.	1888.
Number killed by their own carelessness.....	132	154
Number killed by carelessness of others.....	435	634
Number killed from causes beyond their control.....	18	37
Number injured from causes beyond their control.....	274	318

The assessed valuation of the roads are:

	1887.	1888.
Main track.....	\$7,435,735	\$46,181,029
Side track.....	1,236,111	2,968,608
Rolling stock.....	5,086,211	12,527,336
Improvements.....	1,609,554	1,609,554
Total valuation for 1888.....	\$64,211,717	

The following is a comparative statement of the resources and liabilities of thirty-seven State banks made by the Auditor of State:

	1887.	1888.
Capital paid in.....	\$1,000,000	\$1,000,000
Surplus and undivided profits.....	1,000,000	1,000,000
Reserve fund.....	1,000,000	1,000,000
Assets.....	1,000,000	1,000,000
Liabilities.....	1,000,000	1,000,000

The above report is a condensation of the several reports furnished by the State banks to the Auditor up to Oct. 1 of the present year, and is not intended to be a complete statement of the condition of the banks. It is intended to be a general statement of the condition of the banks, and is not intended to be a complete statement of the condition of the banks.

SOCIETY MEETINGS.
MASONIC—PENTAGON LODGE, No. 564, F. & A. M., will hold its regular meeting at Masonic Temple, this (Thursday) evening, at 7:30 o'clock, for work in the second degree.
WILLIAM H. SMITH, Secretary.

MINOR CITY NEWS.

To-Day's Doings.

JUDICIAL CONFERENCE—M. E. CHURCH—Robert Park Church, morning and afternoon.
FRANCIS MURPHY MEETINGS—Y. M. C. A. Hall, afternoon, 3 o'clock, and evening, 7:30 o'clock.
THE EXHIBIT OF CHINA AND POTTERY—10 A. M. to 10 P. M., No. 350 North Tennessee street.
THE ELKS' BENEFIT—English's Opera-house, evening.
GRAND OPERA-HOUSE—"Zig Zag" evening.
PARK THEATRE—Florence Bindley as "Dot".

Local News Notes.
A wood shed on the corner of Delaware and St. Clair streets, owned by John Price, was partially destroyed by fire yesterday afternoon. Loss, \$75.
Buddenham's grocery, corner Olive and Prospect streets, was entered by burglars Tuesday night, and robbed of \$40, a watch, and some articles of small value.
The following building permits were issued yesterday: D. M. Bradbury, two frame cottages; Yandes street near Lincoln avenue and Seventh street, \$700 each. W. F. Staples, improvements No. 85 South Illinois street, \$200.

There will be a meeting of the members of the Seventeenth Indiana Regiment who live in this city and vicinity, to-morrow evening, at 8 o'clock, at R. M. Smock's office, 48 North Delaware street, to consider arrangements for the trip to Washington to attend the inauguration ceremonies.

Marriage licenses were issued yesterday to Michael Frederick and Bertha Lipp, Edward H. Hunt and Mary Leonard, Daniel Scott and Orpha E. James, John Hatfield and Sarah E. Lutz, George H. Clark and Fannie M. Marland, Charles H. Millenden and Jesse Kennedy, Charles E. Harris and Ida M. Wolf.

Personal and Society.
Mr. Merrick Vinton, of St. Paul, is spending a few days in the city.
Auditor of State Bruce Carr leaves to-day for a shooting in the Kanabek section.
Miss Belle Randolph, of Newport, R. I., is visiting her brother, Mr. Fletcher Randolph, and family.
Mrs. M. E. Wingate will entertain a few friends to-morrow night with a musicale, at her home on College avenue.

The Woman's Foreign Missionary Society of the Fourth Presbyterian Church met yesterday, with Mrs. G. F. McNutt, at the parsonage.
Mrs. J. B. Manning, of Buffalo, a sister-in